

**MINUTES OF THE LOCAL MEETING OF THE  
WASHINGTON STATE TRANSPORTATION COMMISSION  
September 22, 2004**

The local jurisdiction meeting of the Washington State Transportation Commission was called to order at 8:30 a.m., on September 22, 2004, at the Port of Grays Harbor, 111 S Woodring Street, Aberdeen, Washington.

Commissioners present at the meeting were: Chair Stedman, Ed Barnes, Aubrey Davis, Ruth Fisher, Dick Ford, Elmira Forner, and A. Michèle Maher.

**WELCOME AND INTRODUCTIONS**

Chair Stedman called the meeting to order and opened the discussion. He welcomed Gene Hall, Chair, Grays Harbor Council of Governments. Mr. Hall thanked the Commission for coming to Grays Harbor County. He shared that Grays Harbor County offers many of the amenities that larger cities, such as Seattle offers, but without the population. He explained that the Council works with local governments and businesses providing assistance with every aspect of their transportation needs.

Stan Pinnick, Commissioner, Port of Grays Harbor, shared with the Commission the improvements that have taken place to the Port of Grays Harbor. The Port has expanded to meet current business needs. The primary focus is to provide services to its current business partners as well as attracting new businesses.

Chair Stedman explained to meeting participants the Commission's purpose and how Commissioners are appointed. The Commission's primary responsibility is to set policy for the Department of Transportation, and assist in the development of the transportation budget. Part of the Commission's responsibility is meeting with local communities to discuss their transportation needs.

Vickie Cummings, Executive Director, Grays Harbor Council of Governments (COG), explained that the Grays Harbor COG is a community-based organization that exists as a result of its membership support. The membership is a collaborative effort to plan for the entire region's long range planning. The COG also facilitates discussion among different jurisdictions, such as community agencies, the County, the Port and the Public Utilities Department. The COG has made a commitment to support the region during stressful economic times. The COG is also the Regional Transportation Planning Organization for Grays Harbor County, and is a member of the five county SW Regional Transportation Planning Organization. The County currently has several active capital improvement and preservation projects underway, and 25 economic development projects in progress. In the late 1980's to the early 1990's the area rebounded from a 19 percent unemployment rate as a result of the decline in the logging industry. The County currently has an unemployment rate of 8 percent, which is a dramatic decrease from the 1990s.

She shared that Taholah, located in the Quinault Indian Reservation, has invested in upgrades to its processing facility; and in addition there will be a new fabricating facility that will generate additional employment. The Quinault Nation along with the Quinault Beach Resort Casino provides 400 jobs, 50 percent of which are Native Americans, and contributes about \$20 million dollars into the local economy each year. A new community consisting of 400 homes between Taholah and Ocean Shores, near Copalis, is being developed to target telecommuters. Economic growth in the area is impacting surrounding communities and local highways.

The Port of Grays Harbor recently submitted a \$750,000 dollar rail grant request to WSDOT. The grant will support increasing track footage at loading facilities in order to move the freight cars more efficiently. The Port could potentially lose customers if their freight cars cannot be loaded and unloaded in a timely manner.

Commissioner Forner commented that she attended a Maritime Conference where she learned that Washington ports are working with local communities to address transportation issues and assist in developing transportation plans.

## **ECONOMIC DEVELOPMENT AND TRANSPORTATION NEEDS**

### **Freight and Rail Issues**

Barb Ivanov, Director, Freight Strategy and Policy Office, provided an overview of the Washington Freight Transportation Systems Report. Washington State is a global gateway that carries national and international goods to and from the United States. Washington's inland waterway is used to carry millions of tons of commodities between Washington and Alaska. Crude petroleum is one of the major inbound products that is moved through the waterway by ship from Alaska to Washington. Food and food products are measured by tonnage and far outweigh other waterborne outbound commodities. The freight transportation system is an integral part of the U.S. economy, and is utilized by shippers to ship various types of commodities throughout the country. Washington State produces three times as much food as it consumes. In 2002 alone Washington shipped \$5.6 billion in food and agricultural products outbound to market. Manufacturing gross business revenues in 2003 were \$88.3 billion, which is 21.3 percent of the total state gross business income. Washington generates an enormous amount of employment based on freight dependent industries. The freight system supports over 16 thousand jobs in freight dependent industry in coastal counties. There is an enormous trade flow, predominantly truck traffic, coming from the coast moving outbound to the I-5 corridor via Highway 12, Highway 8 and Highway 101. Thirty six percent of the products are logs, wood and paper products, with 28 percent being machinery.

The transportation system supports numerous jobs in the distribution, wholesale and retail market, but only about 80 percent of truck trips actually happen in the system. Department of Licensing data indicates that there are almost ten times more light and medium trucks licensed in Washington State than heavy trucks. These light/medium trucks make daily trips

that are 100 miles or less in length, or in some cases up to 250 miles in length. One of the important components of the Washington Transportation Plan (WTP), and the freight report is to understand, in depth, the business needs of the companies that use the system. The Department is spending a lot of time asking companies around the state about their transportation needs.

Gary Nelson, Executive Director, Port of Grays Harbor, shared that the port is an economic driver for Grays Harbor and Pacific Counties. The water, rail and surface traffic corridors are the life-blood of the area. There has been a distinct shift from exporting of logs to being a transfer loading facility, due to Weyerhaeuser hauling its logs to the river. The port would like to participate in the WTP and be part of the transportation solution. The Department has a vested interest in ports as well. This partnership will provide rail and surface connections to the rest of the world.

Larry Nelson, Vice President, Westport Shipyards, shared that his company manufactures pleasure yachts, with three locations, two of those being in Grays Harbor. The company also has a cabinet shop located in Port Angeles. The company plans to double in size over the next year. The company relies on the transportation infrastructure to receive raw materials via trucks between Grays Harbor and Port Angeles. The local airport also plays an important role to the business by providing tourist traffic.

Eileen Sullivan, Manager, International Log Ship Chartering, Weyerhaeuser, explained that Grays Harbor County is a major hub to the Weyerhaeuser Company. The company is dependent on a broad range of transportation options. It's difficult to quantify the number of movements of goods and supplies that keep the company operating. Weyerhaeuser's transportation activities include direct customer shipments to direct destination facilities, and links to multimodal combinations that include: truck, rail, barge and river operations. The rail flow has changed over the years with approximately a thousand cars moved per year. A very important part of the Aberdeen facility is the movement of lumber and finished products into California, and other markets, through two to three barges a month. Export shipping flow includes raw materials and finished products to and from facilities. The company's critical success factor and number one operations priority in Grays Harbor is safety. This involves the safety of employees, suppliers and all the movements made within the community. The company needs to have a competitive, sustainable and committed transportation system within the region.

Catherine Martin, Rail America, explained that the company owns and operates 45 short-lines throughout the United States. Rail America's primary purpose is to work with railroads to review areas where the development of rail service has fallen off. The company purchases the property from the railroads, revitalizes them, bringing industry back into the area, which creates jobs. The company purchased the Puget Sound & Pacific Railroad in 1997 as a result of freight service possibly being discontinued in the Grays Harbor area. In the last seven years the infrastructure has grown from approximately seven thousand carloads to 27,000 carloads in 2004. This was a phenomenal growth that used privatized money as opposed to using taxpayer's money. It's important to maintain the vitality of rail in the transportation

infrastructure, as it does not create a burden to taxpayers. Rail America has requested a \$750,000 dollar grant to expand the rail infrastructure in the Grays Harbor area in order to handle maintenance and increased volume.

Commissioner Barnes suggested that the port explain to the Commission what benefits resulted from previous grants. This might help the Commission in justifying an additional \$750,000 dollar grant.

Gary Nelson, Executive Director, Port of Grays Harbor, explained that the port is considering future expansion as business grows.

Sheri Nelson, Community Relations Manager, Sierra Pacific Industries, emphasized the importance of the transportation infrastructure to her company. The infrastructure plays an important role in Grays Harbor County's development. Sierra Pacific has had tremendous success in Grays Harbor County, and depends on new developments for business. Sierra Pacific produces 1.2 million board feet a day at the Aberdeen Sawmill. The mill has exceeded expectations and is proud to be a business in Washington State. Sierra Pacific is looking at other opportunities in the state as a result of the positive experience in Grays Harbor County. Currently the company is receiving 150 loads of raw logs per day into the mill site by independent truckers. The mill ships approximately six million board feet of lumber per week by rail car. The company also has a specialty window manufacturing business in Lacey that depends on the I-5 corridor to ship products to its customers. With I-5 being a major consideration in the company's shipping abilities, the company is willing to work in partnership with the Department. Sierra Pacific has had a positive experience in Washington State, and is considering expanding its business in the state. Ms. Nelson expressed the company's concerns regarding the safety of the intersection at Highway 12/Sargent Road.

Chair Stedman lead the group in a roundtable discussion iterating that a couple of the meeting participants had stated that Grays Harbor County has a great transportation system. He asked participants to describe the transportation needs of the area.

Vicky Cummings, Executive Director, Grays Harbor Council of Governments, responded that the area is seeking maintenance to the existing highways. The surface structure and safety of the roadways is the primary concern. Arterial connection points to secondary roads and at-grade rail intersections do not receive necessary maintenance.

Commissioner Maher commented on the funding needs for preservation and maintenance in the area. She inquired as to whether or not the community has discussed potential options that might generate additional funding. Ms. Cummings stated that those issues would be addressed next year in the surface transportation-planning fund.

Commissioner Barnes inquired if there are specific intersections that have safety needs. Ms. Cummings responded that there are three at-grade intersections dividing communities that need to be upgraded.

Commissioner Forner commented that the Growth Management Act provided for small communities to come together in order to have more of a voice. The Council of Governments is the voice to meet the community's transportation needs. She questioned who or what drove the recovery in the Grays Harbor area. Ms. Nelson responded that Sierra Pacific Industries chose the area because of the infrastructure's ability to move products in and out easily.

Commissioner Fisher commented that if the transportation problems are mostly local, county and city arterials, these cannot be fixed until there is more funding from the gas tax allocated to counties and cities.

Chair Stedman referred to the Nickel Package's funding allocation commitments. He urged that the community speak to their legislators in order to keep the message alive and well in Grays Harbor.

Commissioner Davis commented that the community should gather legislative support to meet their transportation funding needs.

#### **Local Economic and Transportation Issues**

Mayor Terry Veitz, City of Ocean Shores, stated that Ocean Shores is the number one tourism destination on the West Coast, and number two on the Olympic Peninsula. She explained that it is vital that travel times be reduced for tourists that travel through the county to reach Ocean Shores. One of the concerns is that Hogan's Corner at SR109/SR 115 intersection, which has nearby developments, will continue to grow, and will in turn create further congestion problems. Whether redesign of the intersection at the stoplight is needed, or some other solution, she urged that the problem be addressed soon. In the long term the area needs to look at a secondary access route to and from the city for safety and security as well as efficiently moving people and goods. Ocean Shores is very appreciative of the grants and loans that it has received, as they have provided much needed assistance to the community. Repair or replacement of the infrastructure is the driving force in improving economic stability and effective planning for the future.

Commissioner Bob Beerbower, Grays Harbor County, disagreed that the transportation infrastructure in the Grays Harbor area is adequate. New developments have resulted in stressing the freeways in Central Park, and especially in the Aberdeen and Hoquiam area. There are Seattle/Tacoma commuter-housing developments along SR 109 that create high traffic volumes on the weekends. These new developments create a need for grant funding in order to alleviate traffic congestion. The transportation infrastructure is not sustainable with the current economic growth in the area.

Barbara Smith, Public Relations Director, Grays Harbor Tourism, shared with the Commission why the transportation infrastructure is critically important to the area. Tourism is a major industry to the area, Ocean Shores alone in 2004, experienced over four million visitors. In 2003 travelers spent \$194.6 million dollars in Grays Harbor County

alone, tourism earnings for the county were \$64.8 million dollars. These earnings indicate a growth from 2002. In 2004 the third quarter indicates an increase of \$21 thousand dollars, which is a dramatic increase for the county. Geographical concerns for the area are high speed limits and inadequate turn lanes. The challenges to be faced are an influx of tourists during yearly events that create bottlenecks when commuting through Aberdeen and Hoquiam.

Commissioner Barnes questioned whether or not tourism dollars are utilized towards the transportation infrastructure.

Commissioner Beerbower responded that tourism dollars are predominantly spent on the justice system in Grays Harbor County.

Michael Tracey, Director, Grays Harbor Economic Development Council, explained that over the last five years unemployment has improved to 7.9 percent, as compared to 11.9 percent in 1999. The area had the available infrastructure that made it appealing to businesses, which has created jobs, and increased the population. Ocean Shores is growing as a result of people moving from the Puget Sound area, Oregon and California. Grays Harbor County needs to become pro-active, the traffic has increased drastically, and the transportation infrastructure needs to be addressed.

Richard Wells, Public Works Director, Quinault Nation, provided a historical transportation briefing of the Quinault Indian Nation. He explained that there are right-of-way issues and undivided ownership interests on the reservation. The current federal laws on acquiring easements is time consuming, costly, and sometimes impossible. Many reservation roads have unresolved right-of-way issues. ISTEA & TEA-21 provided funds from the FHWA to the Department of Interior for Indian reservation roads, but only two percent of those funds were earmarked for transportation planning. Today the Quinault Nation and others ship millions of dollars worth of fish and timber to local, regional and national markets. The Quinault Beach Resort Casino has created jobs and brought tourism to the Quinault Nation. The availability of highways is important to low income-tribal members and tourism in the area. The Quinault Nation needs more employment opportunities for tribal members, transportation planning funds, road engineering, road maintenance and road and bridge construction funds. In closing he stated that state agencies need to work on a government-to-government basis with all Indian tribes in the state. The Department and tribes need to continue to improve communication and cooperation between each other.

Johnson Bastian, TERO Compliance Officer, Quinault Nation, shared that he is also the Co-Chair of the Workforce Committee. He commented that the relationship with the tribe and the Department has improved. There are areas on the reservation that need road maintenance, signage and roadside vegetation management.

David Burnett, Chair, and Keith Kramer, Transportation Planner, Chehalis Confederated Tribes. Mr. Burnett shared that the Chehalis Tribe is located on the Eastern edge of Grays Harbor County. The tribe has invested approximately \$20 million dollars in a casino, has just broken ground on a new hotel project on the reservation, and invested four million dollars in

other businesses. This growth has created traffic congestion on Highway 12, but provides the tribe a vital link from Elma to I-5. She explained that there are congestion and safety concerns because of truck traffic and farm machinery movement.

Mr. Kramer recapped the traffic congestion and safety issues of Highway 12. He shared that he drives the highway several times a day. He explained that there are school buses; log trucks and heavy commuter traffic all day on the highway. Surrounding cities that utilize the highway are growing as well. A major concern to the tribe is access to the reservation, there are inadequate highway turn lanes and lighting, along with the traffic volume, all of the combined issues create safety concerns.

Commissioner Maher asked if there was a traffic analysis performed when the casino on Highway 12 was in the planning stage. Mr. Kramer responded that the tribe had worked with the city on traffic studies. There have been improvements made according to the finding of the Environmental Impact Statement.

He stated that there could have possibly been an under estimate of the impact to the highway as a result of the casino.

Commissioner Ford requested that he be provided a briefing regarding the Department's framework in establishing tribal relationships.

Commissioner Forner questioned whether or not the tribes have taxation authority. Mr. Kramer responded "yes" the tribe does have the authority to tax, but has not exercised that right.

Paula Hammond, Chief of Staff, Department of Transportation, shared that the Department is working diligently on the Washington Transportation Plan (WTP). While the Department is looking at the preservation needs of the state, some of the bottlenecks, congestion and chokepoints in Puget Sound and other urban areas, there is a struggle in how the Department and the Commission think about the economic development and transportation link. With limited resources there is uncertainty with the outcome of the WTP. The Department is focusing on how to get the most for taxpayer dollars, and what is good for the state's economy.

### **PUBLIC COMMENT PERIOD**

Michael Caldwell, Planning Manager, Quinault Nation, shared that the tribe has been working with the Department on rural economic development issues on the coastal corridor over the last several years.

Jim Martin, Cross Sound Transportation Coalition, Kitsap County, referred to Grays Harbor County as an expansion area. In addition, the Kitsap County area, is interested in

transportation between the two counties. He suggested that it's time to revisit the 1992 Cross Sound Study. The Coalition has been working on a Public Private Initiative that would allow for private funding to build a cross sound bridge.

### **TRANSPORTATION ACCESS**

Dave Rostedt, Executive Director, Grays Harbor Transit Authority, provided an overview of the very successful revitalization project on transit bus stations in Grays Harbor County that began in 1997. Transit services in rural communities is provided by Dial-A-Ride and para-transit services. Thirty three percent of the county's public transportation budget is consumed by ambulance services in the county. The transit authority is working on new strategies for transit funding.

### **LOCAL WSDOT TRANSPORTATION PROJECTS**

Randy Hain, Region Administrator, and Neal Campbell, Local Programs Engineer, Olympic Region, WSDOT. Mr. Hain discussed local projects with meeting participants. He was surprised that meeting participants indicated that Grays Harbor County's transportation system is in such good condition. He concluded that the group was talking about highways and other transportation modes. The Department is focused on maintaining pavement and bridges of the state system in the area. Taking into consideration that the group expressed the need for system interface improvements, he explained, that the current revenue package focuses on preservation funding as opposed to improvements. He feels that the local community is trying to say that a more guaranteed mechanism from grant funding might be a better way to move some of the local system projects along. The most critical thing that he heard at today's meeting was that the issues are with the interface between the two systems. The typical approach to dealing with interface problems have been to work with the county, and the developers that bring in the business in the first place, through the State Environmental Policy Act (SEPA) process that they go through at the county. The SEPA process identifies the impact to the state system, and then through the Department's partnership with the county, and a hearing process, it is determined what amount of funds developers will contribute for improvements. Developer contributions rarely cover the total cost of what an improvement would be. If there were some way to program funds towards local economic development interface systems it would allow for better planning. Mr. Hain explained that economic development would occur whether or not the highway system is ready. This is what creates the problem, in locations such as Sargent Road, the Department becomes reactive as opposed to proactive. If it is determined that it's the state's responsibility it would be nice to have some form of funds in order to do the improvements.

Commissioner Forner commented that there is a need for economic development emerging needs funds. It's in the budget, but the allocation is always zero. How is the message conveyed that if economic development and transportation function together there should be a dollar amount included in the budget specifically allocated for this purpose.



Ms. Hammond commented that this subject has been broached from time to time with the Legislature, but it's very difficult to sell a "*bucket notion*" of reserved funds without a project title.

Mr. Campbell explained that a part of his job is to listen to local agencies needs. Small cities and towns as well as Grays Harbor County feel that the tax reduction initiative has really hit them hard. It has eliminated their ability to adequately fund their preservation projects, let alone think about improvements. One of the things that has helped small cities is the Small City Paving Program. Additionally there is a new program called Safe Routes to Schools that addresses certain routes in small cities and towns. Last summer there were only 11 projects funded in the state for small cities and towns. There are a lot of miles and very little preservation dollars left. When communities are given grants they must match those funds that are coming from their preservation dollars. Much of the area has older facilities and culverts that create special challenges because of habitat environmental restrictions.

Commissioner Forner asked if it has to be preservation dollars that are used, or could salmon recovery dollars be used. Mr. Campbell responded that the Department has received some of those dollars, but he was not certain if local communities had received any of those funds to replace culverts.

Grays Harbor County has expressed that it would like to see a significant safety regulation program continue, something similar to the Hazard Elimination Safety Program that is coming to an end. It is likely that there will be grant limits of up to \$400,000 dollars for high accident locations and \$250,000 dollars for less than that. What usually happens when the size of a grant is strained, is that the money that was granted to the project will sit until additional funding is found from other sources. In general cities and counties seek safety funding, as a result there is not adequate funding for rural preservation. Projects will always have an economic and revitalization function in addition to the underlying purpose of the grant. Federal and state grant monies are scarce.

Ms. Hammond commented that sometimes when cities and counties are seeking new revenue, there has been discussion as to whether or not they should receive a direct distribution of a portion of the gas tax, so that each jurisdiction gets some amount. Others do not support this and feel that small cities should have grant programs, because on a distribution they do not receive enough to do a project. At least with a grant program they can receive enough funding to do a whole project.

Commissioner Fisher asked how much of the gas tax dollars spent is raised in Grays Harbor County, or how much comes from other counties.

Commissioner Ford observed that there is a system, part of which is counties and cities, and part of which is the state, along with an overarching federal contribution. The question is how can the system work in order to get the total job done on the transportation system. The state and federal governments must work together to obtain adequate funding. There are

not surplus funds waiting to be distributed to counties. Not enough money is a common problem for the maintenance of our current facilities. The initiative process has caused a reduction in the amount of revenues collected. Voters approved the initiative that reduced the funding.

Chair Stedman commented that the political reality is that counties receive more money than what is contributed. These are the counties where most of the legislators vote “no” on transportation funding. If this process continues over a long period of time donor counties, that are larger, will not want to continue to donate funds into the pool. Representatives need to realize that urban and rural communities have to work together on funding issues.

Commissioner Forner commented that the gas tax does hurt in rural areas where distances are greater. It’s great to add the rural perspective to the issue.

Commissioner Fisher added an urban perspective to the issue stating that some counties have been donor counties forever it seems. Some of the larger counties are tired of sending money to smaller counties. As a reminder, urban voters are thinking about keeping money within their counties.

Commissioner Barnes asked if the tribes are contributing funds to any of the current projects in Grays Harbor County.

Mr. Campbell responded that the Quinault Tribe is currently operating a passenger only ferry and has contributed to the purchase of a new ferry.

Commissioner Ford asked what the expected cost would be to replace the existing culverts in Grays Harbor County.

Mr. Campbell responded that there are thousands of culverts that need to be replaced. What has been found is that the solution is not simple. It would be a multi-million dollar program to replace all of the culverts in the county.

### **COMMUNITY REVITALIZATION/U.S. ROUTES AS MAINSTREET**

Vicki Cummings, Executive Director, Grays Harbor Council of Governments, provided an overview of several transportation projects within the county. She explained that the goals of the transportation projects are met by the participation of the local community. The allocation of transportation project funds are determined by population or roadway miles. Projects that receive the funds are, not only beneficial to the jurisdiction, but also to the region, so there is a very regional interest on the impact of the money. The Council of Governments serves as a policy board, and there is also a technical committee that is made up of staff from cities and counties. These groups work very well together at teamwork and negotiating. The City of Westport asked that the Commission be made aware of some of the

issue that are created by Highway 105 ending on the downtown surface streets. This creates congestion issues in the downtown center. The Council of Governments is looking at ways to alleviate the problem.

Darrin Raines, Director, Cosmopolis Community Development, provided a briefing on the downtown corridor project. He shared that Cosmopolis has received a lot of help from the Olympic Region, local programs, and the Transportation Improvement Board. Cosmopolis is a small city of about 1500 people, and does not have the staff to work on a project of this size. Without assistance and teamwork the project would not have happened. It is very crucial to small cities that they receive transportation project grants.

Bernard Meile, Mayor, City of Oakville, shared that the City of Oakville's population is just over 600. Oakville established a volunteer community development group in 1998 that worked to obtain grant funds. One of the biggest problems that the city faces is that Highway 12 runs directly through the city center. It is heavily used by truck traffic, which causes a lot of damage to the roadway surface. He shared that the city is thankful to the Council of Governments for its assistance in the main street project that added sidewalks to schools.

Kathryn Schaben-Skolrood, Finance Director, City of Hoquiam, shared that the City of Hoquiam's population is 8,895. She explained the challenges of competing for grant programs. Currently the city is working on a plan called "Hometown Hoquiam". The city has received a community block program grant, and is working with the community to determine what their needs are. She referred to the fact that population based grant funding does not provide enough money.

Jim Starks, Supervisor, Public Works, City of Elma, thanked the Commissioner for visiting Grays Harbor County. The population of the City of Elma is 3000. The city has been successful in obtaining Surface Transportation Program and Transportation Improvement Board funds to reconstruct approximately 95 percent of its main street corridor. The revitalization of main street has boosted community pride and increased downtown business. Assistance with preservation needs is critical to small communities, and very much appreciated.

Lisa Scott, Planner, City of Aberdeen, explained that there is a state highway that runs right through the middle of downtown. One of the challenges with the state route going through downtown is that people consider it as a freeway rather than a downtown street. The city in partnership with the WSDOT is planning a revitalization project for downtown Aberdeen beginning in the spring of 2005. She thanked the Department's Highways and Local Programs Division for their assistance and solutions.

Mike Wilson, Mayor, City of Aberdeen/Transit Board Member, shared that the City of Aberdeen has a population of 17,000. He expressed his appreciation of the partnership between the city and WSDOT.

Ms. Hammond pointed out that several of the communities mentioned that they received money from the Rural Economic Vitality Program. These funds came from the Surface Transportation Program (STP). In the next year or so a new act will be passed that will determine how the flexible STP funding is distributed.

Commissioner Ford commented on the states growing need for an expanded infrastructure. He stated that hopefully the partnership stories that have been told today could be shared as one voice.

Chair Stedman recognized Department staff; Nita Jackson, Regional Planning PIO/Coordinator, Olympic Region, Pam Boyd, Executive Assistant, Transportation Commission, and Vicki Cummings, Executive Director, Grays Harbor Council of Governments, for their contributions is putting together a very informative meeting.

## **WASHINGTON STATE TRANSPORTATION COMMISSION**

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DALE STEDMAN, Chair

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DANIEL O'NEAL, Vice-Chair

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EDWARD BARNES, Member

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DICK FORD, Member

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ELMIRA FORNER, Member

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RUTH FISHER, Member

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A. MICHÈLE MAHER, Member

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DOUGLAS MACDONALD, Ex-Officio Member  
Secretary of Transportation

ATTEST:

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JENNIFER ZIEGLER, Administrator

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DATE OF APPROVAL